

HOUSE BILL REPORT

HB 1081

As Reported by House Committee On:
Local Government & Housing

Title: An act relating to local improvement district financing of railroad crossing protection devices.

Brief Description: Authorizing local improvement district financing of railroad crossing protection devices.

Sponsors: Representatives Wallace, Ericksen, Clibborn, Armstrong, Moeller and Jacks.

Brief History:

Committee Activity:

Local Government & Housing: 1/15/09, 1/22/09 [DPS].

Brief Summary of Substitute Bill

- Authorizes a city or town to create a local improvement district for financing the construction, maintenance, and repair of railroad crossing protection devices.

HOUSE COMMITTEE ON LOCAL GOVERNMENT & HOUSING

Majority Report: The substitute bill be substituted therefor and the substitute bill do pass. Signed by 7 members: Representatives Simpson, Chair; Nelson, Vice Chair; Miloscia, Springer, Upthegrove, White and Williams.

Minority Report: Do not pass. Signed by 3 members: Representatives Angel, Ranking Minority Member; Ericksen, Assistant Ranking Minority Member; and Short.

Staff: Thamas Osborn (786-7129)

Background:

Cities and towns are granted broad authority to create a local improvement district for the purpose of constructing, reconstructing, or repairing a wide range of publicly owned structures, facilities, and infrastructure, including:

This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not a part of the legislation nor does it constitute a statement of legislative intent.

- specified types of public buildings;
- community facilities for recreation, entertainment, and cultural activities;
- bridges and trestles;
- dikes and embankments;
- parks and playgrounds;
- street lighting systems;
- infrastructure for public transportation systems; and
- water and sewer system infrastructure.

A local improvement district may be created by an ordinance passed by the city or town council in accordance with specified statutory procedures. The passage of the ordinance must be in response to either a petition or resolution proposing the creation of the district and which is subject to a public hearing. Under certain circumstances the proceedings necessary to establish a local improvement district must be initiated by the petition of the affected property owners.

The costs of creating a local improvement district are financed, in whole or in part, through special assessments on property that is specially benefited by the improvement.

Summary of Substitute Bill:

A city or town is authorized to create a local improvement district for financing the construction, maintenance, and repair of railroad crossing protection devices.

Substitute Bill Compared to Original Bill:

The substitute bill authorizes a city or town to add the funding of maintenance and repair costs to the financing provisions applicable to a local improvement district created for the construction of railroad crossing protection devices.

Appropriation: None.

Fiscal Note: Not requested.

Effective Date of Substitute Bill: The bill takes effect 90 days after adjournment of the session in which the bill is passed.

Staff Summary of Public Testimony:

(In support of original bill) Cities and towns need the authority to create a local improvement district (LID) for the purpose of constructing railroad crossing protection devices. Railroad companies often do not create adequately protected crossings where they are needed, and cities and towns should have the option of creating a LID for their creation when necessary.

Such protection devices are especially important in cities in towns with railroad crossings that are very busy. The key issue in many areas, including Clark County, is that of noise mitigation. In many places trains are required to use their horns at crossings that do not have the requisite crossing protections. If such a crossing has a lot of train traffic, the noise from the horns becomes a significant noise pollution problem. However, if the crossing protection devices meet certain safety standards, trains are not required to use their horns. Railroad crossing protection systems can cost upwards of \$200,000, which makes their funding a major financial burden on cities and town. All the bill does is allow voters the option of deciding whether such a LID should be created.

(Opposed) None.

Persons Testifying: Rick Wickman, Identity Clark County; and Mark Brown, City of Vancouver.

Persons Signed In To Testify But Not Testifying: None.